THE EURO-SIWO.

Equatorial Current of the Pacific Ocean, by Lieut. Bent, U. S. N., before the Ame-rican Geographical and Statistical Society. one of the officers of the Japan Expedition, under Com-Perry, and his lecture presents a large amount of scien-lific information in regard to a subject of the greatest imortanes, particularly to navigators. It was listened to among whom we observed Commodore Perry. Lieut. Bent, on being introduced, proceeded to deliver his lecture, occasionally referring to charts and maps illustrative of his subject. He said:—

GENTLEMEN OF THE SOCIETY, AND LADIES AND GENTLE cos—After the able, lucid and highly scientific address apon the Gulf Stream, delivered before you on Thursday st, by Professor Bachs, it is with extreme diffidence that I appear upon a similar field of discussion; but in compliance with the flattering solicitation of this society. I shall endeavor to key before you, in a brief manner, such results, darived from the hydrographic and meterologic data collected by the late expedition to Japan—un. der the command of Commodore M. C. Perry—as will show that there is also in the Pacific a "river in the occan" flowing to the northward and castward along the coast of Asia, corresponding in every essential point, with the Gulf Stream of the Adantic.

from which there results were obtained, I may premuse by saying that a record was kept on board of each of the eleven vesse's composing the equadron of the barometer and air and water thermometers, every alternate hour

winds, currents and daily positions of the ships when under way, as obtained by observation and dead reckon-ing, were furnished in the form of monthly reports from

outh coast of Chins to the portheast extremity of Japan. tring a period of eighteen months of stirring activity, traquadron traversed that whole region in every direcon; and these reports, written with intelligence, and a full and valuable collection of consecutive observations, which were placed in my hands by Commodore Perry for

elimination and arrangement.

I at first plotted all these observations on a skeleton art, but found that no satisfactory conclusion could adduced from them in such a form, owing confusion produced by the unavoidable dis. crepancies arising from careless steerage or local deviation of the compasses, irregular atmospheric pressure and influences of shifting winds and limits and general direction of great oceanic currents were concerned, the thermometer was the only sure and

terological report of the exploring expedition, I made a eries of diagrams of the various passages of the ships etween the coasts of China, Japan, the Loo-Choo, Bonin winds, currents, mean diurnal atmospheris pressure, and temperature of the air and water, and to convey to the by a simple inspection the most satisfactory results in regard to the important oceanic stream in that region,

the air and the water the moment this stream is entered, but a predominant thermal change in the water, which almost invariably continues superior in temperature to that of the air until leaving the stream again.

mation of the thermal ranges of the air and water, its

the borders of the stream, where it chafes ble heavy breakers on shoals and reefs, and become finger boards, as it were, to warn the seaman of the otherwise unseen influence which may be bearing his hip far from her intended track, and perchance upon

Japan was noticed by Cook, Kinzenstern and other ex-ployers, and has, of course, not escaped the attention of more resent intelligent navigators, but I believe no sys-tematic series of observations upon it have hitherto been

The Japanese are well aware of its existence, and have given it the name of "Kuro-Siwo," or Back Stream, which is undoubtedly derived from the deep blue cotor of its water, when compared with that of the adjacent ocean.

which is undoubtedly derived from the deep blue cotor of its water, when compared with that of the adjacent ocean.

The fountain from which this stream springs is the great equatorial current of the Pacific, which is magnitude is in proportion to the vast extent of that ocean, when compared with the Atlantic.

Extending from the frepic of Cancer, on the North, to Capticorn—in all probability—on the South, if has a width of near three thousand miles; and with a velocity of from twenty to sixty miles per day, it sweeps to the westward in uninterrupted grandeur around three eighths of the circum-erence of the globe, until diverted by the continent of Asia, and split into innumerable streams by the Polynesian Islanis, it spreads the genial influence of its warmth over regions of the casts, some of which—now teeming in prolific abundance—would otherwise be but carren wastes.

One of the most remarkable of these off shoots is the Kuro-Siwo, or Japan Stream, which separated from the parent current by the Ba-hee Islands and south end of Formasa, in lat 22 deg. North, long. 122 deg. Fast, is deflected to the northward along the east coast of Formosa, which is the strength and character are as decidedly marked as those of the Gulf Stream on the coast of Formosa, where its strength and character are as decidedly marked as those of the Gulf Stream on the coast of Japan as far as the Strait of Sangar, and increasing in strength as it selvances, until peaching the chain of islands to the southward of the Gulf of Yedo, where its maximum velocity, as shown by our observations, is 80 miles per day.

Is a sereage strength from the south end of Formosa to

strength as it sevances, until reaching the chain of islands to the southward of the Gulf of Yedo, where its maximum velocity, as shown by our observations, is 80 miles per day.

Is average strength from the south end of Formosa to the Straits of Sangar is found to be from 35 to 40 miles per twenty-four hours at all seasons that we traversed it.

Near its origin the Kuro-Siwo, like the Gulf Stream, is contracted, and is usually confined between Formosa and the Majico-Sima Islands, with a width of one hundred miles. But to the northward of this group it rapidly expands on its southern Hmit, and reaches the Lew-Chew and Bonin Islands, giving it a width to the northward of the latter of about five hundred miles.

To the eastward of the meridian of 143 deg. Fast in latitude 40 deg. North the stream takes a more easterly direction, allowing a cold current to intervene between it and the southern coast of Yosse, where the thermal change in the water is from 10 deg. to 20 deg; but from the burras-ing prevalence of forg during our timited stay in that vicinity, it was impossible to make such observations or experiments as to giver conclusively the predominant direction of this could current through the Straits of Sangar, particularly as the tide ebbs and flows through them with great rapidity. Yet, from what we have, I am inclined to believe that it is a current from the Arctic Ocean running counter to the Kuro-Siwo, and which passes to the westward through the Straits of Sangar, down through the Formosa Channel into the China Sea. For to the westward through the straits of Sangar, the east coast of China, which flows to the southward through the Formosa Channel into the China Sea. For to the westward of a line connecting the north end of Formosa and the southwestern extremity of Japan there is no flow of tropical waters to the northward, but, on the contrary, a cold counter current filling the space between the Kuro-Siwo and the coast of China, as is distinctly shown by our observations. As far as this cold water exte

met falls into a trough similar to the bed of the Gulf Stream, as ascertained by the United States Coast Survey.

The surface of this counter current is no doubt influenced in some measure by the southwest monacon, and during that season of the year a pertion of it is forced to mingle its waters with the Kuro-Siwo, between Formers and Japan. But so well is its existence known to vessels trading on the coast of China, that they rarely, if ever, attempt to beat to the northward through the Formoss thannel, but aimost invariably make the passage to the eastward of Formoss during the prevalence of adverse winds, though those winds may be atronger there than in the Formosa Channel.

Of the power of these two currents I can speak from personal experience, in addition to the facts disclosed by the observations made by the Japan expedition, for in the winter of 1848, when attached to the sloop of war Preble, and bound from Hong Kong to Japan, we struggled for three days, after leaving port, against this southwesterly current, without making a single mile on our course in the eastward, and were compelled to resort to the expedient of working along close in shore, and anachoing whenever the tide was combined with the current against us. After reaching the mouth of the channel is the way we act almas agross, doubling the south and of Formuse, and fell immediately into the Kuro-Siwo, when encountering a severe gals of wind from the northward and exatured, we were drifted, under storm salls, ninety-two miles dead to windward in less than it are days.

it derived in higher latitudes. Were the induseue of winds wholly unfelt upon the ocean, it is prabbe that the same system would still be maintained in all its esential features by the mechanical infence of the earth's rotation, combined with an unstable and of equilibrium." And lieut, M. F. Many, in a paper on the Guil Stream and currents of the sea, read before? "Autimal Institute, April 2, 1984, aspa." "A geodetic asamination as to the course of the Guil Stream does not render it by any means certain that it is turned aside by the Grand Backs of Newfoundland at all, but that in its route from the case to Georgia an iar towards the shores of Europe as its path has been distinctly ascertained, it describes the air of a great circle, as nearly as may be. Following the line of direction given to it after clearing the Straits of Florids, its course would be nearly on a great circle passing through the poles of the earth. That it should be turned from this, and forced along one inclining more to the east, requires after it leaves tuses straits the pressure of a new force to give it this eastward tendency; and have we not precisely such a force in the rate of which the certain and the strength of the country of the certain and the strength of the certain and the

primary importance, and all other subjects within the field of our observations were necessarily of subordinate consideration, and were obliged to be made as opportunity and the ordinary facilities of our situation would permit. Lieut M. F. Maury says that "the maximum temperature of the Gulf Stream is 86 deg., or about 50 deg. above the occase temperature due to the latitude." This maximum temperature coincides with that of the Kuro-Stwo, as shown by the daily means of our observations, bit other difference between the temperature of the Kuro-Stwo as shown by the daily means of our observations, bit other difference between the temperature of the Kuro-Stwo, as shown by the daily means of our observations, bit the specimen collected by the expectition of the summary of the control of the co

Superior Court-Part Second. Before Hon. Judge Duer.

HEAVY VERDICT AGAINST AN INSURANCE COMPANY.

Harper and Others vs. The New Fork City Insurance Com-position plaintiffs in this case sue on a policy of insu-rance on act premises, which were destroyed by fire some time in 1864, the defence being that camphene was used for printing purposes in the establishment. The questions submitted to the jury were whether camphene was in general use among printers in woodcuts; and if so, was its use necessary, or was it used by the plaintiffs as less expensive than other fluids. The jury found a verdict (subject to the opinion of the Court) for plaintiff for \$11,178 70, being the full amount claimed, with in-

when it shall be filled by election for the residue of the unsapired term.

This is the only section which in direct terms speaks of a vacancy occurring in either of the offices named; and as the vacancy is question occurred before the expiration of the regular term of the offices by whose death it was coessioned, a case is presented already, falling within the scope of this section. It is contended that the whole purpose of this section is to confer a power of appointment upon the Governor, and limit the period for which such appointment shall be made, and that the section does not regulare the filling of the vacancy by election. To shape the language used so that it can bear this construction, it is necessary to subject it to great and violent changes. Thus altered, it will read:—"The vacancy may be filled by appointment by the Governor, until it shall be supplied at the next general election (after such notice as may be provided by law) for the residue of the unexpired term." Thus read, it does not conflict with the decision appealed from. But it is difficult to conceive that if this was what the convention meant they would have used the language they have to convey that meaning. The books will be surched in vain for authority or principle to support such a reading. The language as it stands, provides for a temporary filling of the vacancy by the Governor, and a permanent filling of it by the electors, and quite as plainly for the one case as for the other. It is clear and explicit, and neither requires mor permits any other construction than that which is obvious upon its face. When such a vacancy is to be permanently filled, it must be by election for the residue of the unexpired term, "not at a special election" of orders of the other. It is clear and explicit, and neither requires mor permits any other construction than that which is obvious upon its face. When such a vacancy is to be permanently filled, it must be by election for the residue of the other. It is clear and explicit, and neither requires m

for the election of the officers named from that at which the Governor and members of the Legislature were to be elected, but they have not hitherto deemed it expedient to do so. Under the provisions of chap'er 240 of the Laws of 1847, section 3, those officers are to be chosen at general elections, which are declared to be such as are held at the same time in every county for the election of all or some of certain designated public officers, among whom are named Judges of the Court of Appeals and Justices of the Supreme Court. Section 6 of the same act provides "that all vacancies in any of the offices named" in the hast mentioned section, with certain exceptions unnecessary to be noticed, "shall be supplied at the general election next succeeding the happening thereof." By this enackment the Legislature have exercised the power which it is claimed they possess under article 10, section 5, of the constitution, to provide for filking vacancies in office. It applies to Justices of the Supreme Court and to Justices of the Court of Appeals. It happens in the case before us that the election which was head on the 6th of November last, was not only a general election, but also a general election of Judges. There was, therefore, the warrant buth of the constitution and the state for the electors to proceed to fill the vacancy, if that election was the next after the occurrence of the vacancy. I abstain from quoting dictionaries to show how "next" is defined; no plainer term can be used. The election on the 6th of November was certainly occurred after that day, unless the position taken by the defendant's counsal shall be sustained. That position was that the term "next general election," was to be held to embrace not only the actual day on which the voting takes place, but also the preceding period in which the preliminary notices are by law to be given by the Secretary of State, when such notices are directed. If this be so, then as to some officers, the election begins on the first day of September at latest, and a

by the phanes—next general efection." This motion must general rection. (c. 1187, d. 286, No. 1, 12, 18, 206, No. 1, 12, 18, 2

News from South America.

The steamship Tay arrived at Southampton (Eng'and) on the 11th inst., with dates from Buenes Ayres to the 2d of December; Montevidae, 5th; Rio de Janeiro, 15th; Bahia, 19th; Pernambuco, 21st; St. Vincent, 29th; Teneriffe, 2d January; Madeira, 3d; Lisbon, 7th.

The Tay brought forty-ax passengers. Among those landed at Lisbon was M. Thalberg, the eminent planist, from Buenes Ayres. The freight consisted of £28,742 in diamonds, two packages of gold, (value not stated,) and a cargo consisting of \$233 bags of cyclines!, 554 bags and 75 bales of tobacco, and sundries.

BUENOS AYRES.

diamonds, two packages of gold, (value not stated,) and a carge consisting of \$330 bags of cochines!, 554 bags and 75 bales of tobacco, and sundries.

BUENOS AYRES.

Buenos Ayres dates are to the 2d ult.; the accounts are tar from satisfactory. Our correspondent writes:—

The turn affairs have taken in Montevideo is also alarming. Unless Urquiza and the Braziliana unite to drive out Oribe as a common enemy—which he undoubtedly is—we shall not be allowed to go on in peace here; and it is not unlikely we may have Don Juan Manuel Rosas back in a few months.

We have nothing to expect from the mission that has gone to the Parana; and the question with Paraguay is certain to involve us in new difficulties.

There have been rumers of ministerial resignations, but we suspect they are unfounded. At the same time their position is extremely difficult, and, if they cannot induce the gauchos to go against the indiams, the soomer they resign the better.

All business, except shearing and shipping wool, is at a dead stand, and the state of anxiety is very great, which the presence of so many political refugees from Monteviceo is not calculated to allay. We consider a criais is inevitable; when it may happen and what form it may assume, we cannot predict. It is probable that next mail will throw some further light on our situation. In commercial matters, the moustary situation of Buenos Ayres was far from satisfactory. In articles of daily consumption, the arrivals from Spain, the United States, Sardinia and Brazil, had been considerably above the awerage. Wholesale prices had in general given way and a further reduc fon was expected. Grain and four were the only two articles in which it was deemed sale to speculate. The prospects of the crops, owing to the almost unprecedented succession of heavy rains, were very uncertain, and seemed likely to prove deficient; should such be the case, the consequences are expected to be fearful. In exports, these were no stocks on hand, with the exception of wool. Exchange on England was q

without a shudder of apprehension. In consequence of the outbreak everything in the shape of business was at a stand still.

BRAZIL.

From Rio de Janeiro our dates are to the 15th ultimo. The capital was entirely free from choiers, and it had nearly disappeared at most of the ports along the coast. The works of the Pedro II. Railway were being carried on with great energy under the direction of Mr. Aus'en, the civil ergineer.

Commercial matters had not quite recovered from the effects of the epidemic. The sales of coffee, including about 15,000 bags shipped on dealers' accounts, since the 15th of November to the 14th of December, reached 250,000 bags, of which 156,000 were for the United States, 49,200 for the Mediterranean, 123,500 for the north of Europe, and 1,200 bags for the Cape of Good Hope. Stock, 40,000 bags. A very animated business in coffee had taken place, owing to a decime of 500 reis on the previous high quotatit ms. A circular says:

The paralysation which prevailed in this article from the teginning to the middle of last month subsided on the 15th, when dealers having submitted to a decline of 500 reis on the previous highest quo ations, a very animated business in coffee had taken the continued almost uninterruptedly. Prices towards the close of last month had recovered 160 to 160 reis; after the arrival, however, of this conveyance, a further impulse was given to the market, important sales were effected, and a further advance tock place, prices being now again fully 400 reis above the rates current on the 15th uit. The cholers has latterly considerably decreased, and is in some parts searly extinct: fortunately it has not invaded the principal coffee growing districts of the province. Planters, induced by the bigh value of the article, have been hurrying down their produce, and the market, in consequence, has continued to be fairly supplied. Judging, however, from the diminished proportion of old coffees contained in the last arrivals, it might be supposed that not much of that yield is lef

Police, when the latter being consulted in regard to the affair, it was determined to look up the accused in the prison at the City Hall. There Churchill was detained until yeererday morning, when the necessary affidavits being taken, it was thought proper to commit him to prison for examination. The arrest of this policeman has created a great deal of excitament among the members of the police department, who heretofore looked upon the accused as a very honest and industrious officer. The wife of the prisoner visited him yesterday, and shed bitter tears at the misfortune which ned befallen her husband. We understand that the case is to be conducted before the Mayor in person. If Churchill should be convicted, the State prison will be his home for the next two or three years. The woman who gave Churchill the money, officer Mastersen, and others, will appear against the prisoner, as witnesses for the prosecution.

CHARGE OF RIOT AND ASSAULT AND BATTERY,

CHARGE OF BIOT AND ASSAULT AND BATTERY,
AGAINST A POLICEMAN.
Charles Bierefield, Richard Quigley, John Carpenter
and James Ryan, were taken into custody on charge of

CHARGE OF DISHONESTY AGAINST A PRIVATE

A private watchman named John Mount, for a long time in the employment of John N. Genin, hatter, was taken into custody on Wednesday night by Lieutenant Stage, of the Eighth ward police, charged with having feloniously taken at various times goods from his employer's store, under the St. Nicholas Hotel, amounting in the aggregate to about \$400. The officer traced a portion of the stolen property to the house of the prisoner in Centre street. The defendant was taken before Justice Davison, at the Second District Police Court, where he was committed for examination.

ALLEGED ATTREPT TO PASS AN ALTERED BILL. John Johnson a genteel looking man, was taken into custody on Wednesday night, by officer Smith, of the Fifcustody on Wednesday night, by officer Smith, of the Fit-teenth ward police, on a charge of having attempted to pass an altered bil on the Marine Bank of this city, to Mr. Troy, proprietor of a store in Broadway, in exchange for some goods purchased there. The bill was a five al-tered from a one. On searching the accused, a lot of small change and several bank bills were found upon his person, also a hotel key numbered 16. Johnson refused to give any account of himself when asked to do so by the magistrate. The prisoner was committed for exami-nation.

Court Calendar—Tals Day.

Superior Court.—Nos. 233, 255 279, 254, 161, 381, 398, 399, 166, 412 to 429, 421 to 426, 438, 439, 442, 444, 445, 447, 449, 450, 451, 453.

Common Piras—Part 1.—Nos. 18, 20, 32 to 41. Part 2.—Nos. 7, 8, 13 42 to 53.

Superior Court.—Nos. 1,268, 419, 757, 1,059, 1,317, 1,510, 1,520, 1,522, 1,563, 1,569, 1,724, 1,179, 1,834, 1,643, 757, 508, 1,463, 1,418, 706, 1,964, 1091, 1,127, 1,139, 1,509, and all other causes left over from last Friday. Special Term —Nos. 95, 216, 33, 207, 70, 64, 129.

MARITIME INTELLIGENCE. Mar All packages and letters intended for the NEW YORK

Post of New York, January 34, 1856. CLEARED.

KDCX.

Brig Mountain Eagle, Pray, Trinidad — C. & E. J. Peters.

Brig Telegraph Sheers, Matanzas—D Gurlis & Co.

Schr Ric, Meane, Mayagues—J V Omalavis & Co.

Schr John Boston, Ling o Savannah—Seranton & Tallman

Schr Lüzzie Taylor, Taylor, Hertford, NC—R H Wyatt.

Schr A V Bedell, Smi h, Norlolk—M Bodell.

Schr J W, Faulklin, Boston—Dayton & Sprague.

Propeller Locust Port, French Battimore—Cromwell's Line.

Propeller Totten, Moriey, Baltimore—Cromwell's Line.

bogany, to Favenstedt & Schumacher, vessel to Hargous, Beas & Schr Humming Bird, Morris, Wilminsten, NC.
Schr Ho, O'Donnell, Washington, NC.
Schr Bo, O'Donnell, Washington, NC.
Schr Ro, O'Donnell, Washington, NC.
Schr Ro, O'Donnell, Washington, NC.
Schr Rosen Rogers,
Schr Neison Rogers,
Schr Rilan Jame, Sperry, Virginia for New Haven.
Schr Elina Jame, Sperry, Virginia,
Schr Elina Hamilton, Burbank, Virginia,
Schr Bherwood, Mcone, Virginia,
Schr Bherwood, Mcone, Virginia,
Schr Bhack Squall, Ryder, Virginia,
Schr Bhack Squall, Ryder, Virginia,
Schr Bhack Squall, Ryder, Virginia,
Schr Brave, Corson, Virginia,
Schr Brave, Corson, Virginia,
Schr Brave, Corson, Virginia,
Schr Brave, Corson, Virginia,
Schr Fherne, Hakey, Virginia,
Schr James M Rajes, Lane, Baltimore,
Schr Jorames M Rajes, Lane, Baltimore,
Schr Jorame, Caviler, from the wreck of bark John
Farnum, asbore on Squan Beach,
Schr J O Crowell —, from bark John Farnum, on Squan
Beach.
Propeller Parker Vein, Ramsar, Baltimore, with mdse, to J

Ships Devoashire, London: Centurion, Liverpool; Rhine, London (on and anthored in the North River); bark Alabama, Mobile, Alto, steamship Northern Light, San Juan; ship Dreadnought, Liverpool (from Quarantine); bark Morning Star, New Orleans.

Miscellaneous and Disasters.

DEATH OF CAPT PLUMBER-We have received intellige the death of Capt Addison Plummer, late of ship Arlington, which took place on the 20th of December, at 5:30 PM, while off the Island of Maita. Capi P had been ill for three months previous to his deceases from an enlargement of the liver, which fix ally proved fatal. He was from Gloucester, Mass, where h heaves a wife and two children to mourn his loss. Capt Plum mer was an honor to his profession, and his many friends will sympathise with his afflicted family. Steamship Jamestown, of the Norfolk and Richmond line, was yesterday in the sectional dry dock, for inspection, repairs, &c.

SHIP ARLINGTON (late Plummer), is now under the command of J.H. Beattie, late first officer of ship Simoda.

SHIP ARLINGTON (late Plummer), is now under the command of J H Beatile, late first officer of ship Simoda.

Bank Karr Hasrings, Hull, from Calcutta, of and for Boston, put into Mauritus Cct 31, having aprung a leak coming down it e Bay of Bengal, where she experienced heavy weather, making about 6 inches water per hour, the leak increasing and decreasing according to the weather; the vessel is much strained about the stern frame; commenced discharging Nov 2, and they were in hopes that by taking out the except between decks to be able to stop the leak. The present setting U B Com Agent, Mr E Berandat, refused to receive from Capt Hail the register and crew list of the vessel, on account of having noted and entered his protest before an English notary. Capit Hail has protested against Mr S, who still refuses to receive the ship's papers, and says he will not have anything to do with the captain or the ship in any way.

Brig Brutzer—We are indebted to Mesars Moody & Telfair, Adjusters of Marine Averages, for the following account of the loss of the brig Brutlet—The brig Rivulet and her cargo became a total loss on the 31st of December, by going ashore on one of the Keys near the East end of Cuba. The captain had arrived at Sagus is Grazde on the 9th inst. The R was loaded with cost from Philadelephia for Aspinwall, and was insured for \$10,000 in Boston, and \$1500 on freight in Wall street.

SCHE FRANCES ARTHENITS, at New Bedford from Jacknon-ville, had fore beom carried away, and lost jito, in a SE gale, no date, lat 57 04, ion 74 05; also shipped a see which shifted deck load, carried away markingale, &c. While lying to night of 6th inst, lest boat ard flying jib, and sprung a leak of 500 strokes per hour. The leak was subsequently discovered in the run, around the pipe of the water closed, and spartially stopped. On 7th inst, let 638, ion 73 35, passed a lot of box shooks, two furths and a portion of a wreck on the Sth, ist 40 10 in 6918, spoke schr Chazles t- Hu se, rrom Philadelphia for New Haven, eight days

lee, made fast a bag of beef to a line and they haused it on beard.

SCHE CHAS L HULEE—See above.

MINSING VESSEL—Bark Helen A Warren, Capt Robt S Chase, of and for Portland, sid from Boston Jan 4, and has not since been heard from. She was probably in light trim, and has been blown off in the late gales, in which case she may bring up at St Thomas or Bermuda.

WHEEL—Capt Alden. of schr W H Smith, at Wilmington from New York, reports that on the 14th inst. in lat 35, ion 74 10. saw a small vessel of 50 or 60 tons, with foremast and bowsprit standing, with no person on board. On the next day fell in with a ot of sugar hads marked "H E L" the sugar had nearly in all melied out; passed fragments of bulwarks, walste boards, boxes, &c.

LAUNCHED—At Bath 21st inst, by Messes Hall. Snow & Con.

considered by nautical men to be one of the finest ships of her class that ever salled from Bath.

Shippulland in Bangor. Me, 2 ships, 3 barks, 2 brigs and and 10 schooners, of the aggregate tomage of 4,521.

Notice to Martners.

Notice to Martners.

Sanitary Duiss — We are indebted to the Spanish Consul at Philadelphis for the following information, which will be found of interest to all engaged in the Spanish consul at Philadelphis for the following information, which will be found of interest to all engaged in the Spanish and provide the spanish room of the sanitary duties to be exacted in the ports and lazarettes of Spain, from the list of January, 1896;—

Entrance and Clearance Duties.—Vessels in the consting trade, of more than twenty tons, will pay 25 centimes of real (15, cents) per ion.

Vessels from the ports of the Mediterraneau, and from European ports, including the coast of Africa, as far as the latitude of the Canary Islands, will pay 50 critimes of real (25, cents) per contractions.

of the Canary Islands, will pay 30 cmaines of real (2% cents) per ton.

Vesseis from other places will pay one real (5 cents) per ton.

Quarantine Duties.—Vessels of all classes will pay 25 centimos of real (1% cents) per ton for ever day of quarantine in the purification interaction, as well as in those of observation.

Lacaretto Duties.—Every person will pay 4 reals (20 cents) per day for residence in the marantio.

The goods that are to be purified will be charged for the same.

The baggage and effects of each of the grew, 5 reals (25 cents). conts).
The baggage of each passenger, 10 reals (50 cents).
Hides, 5 reals (20 cents) per 100.
Fine akins, 5 reals (20 reals, per 100.

of every one, are only a charge for readence.

Madrib, lith of December, 1855.

Whalemon.

Arr at Mauritius Nov 2, bark active. Morrison, of N Bedford, last from Lombock, put in lor provisions, has on board 709 bile ap 800 do wh oil, stall in a tew days to cruise a short time. Oil Budgancer, not then home. All well of the control of t

il Tortugas. Park boilde, 46 days from Marseilles for FOrleans, was sig a lized no date, off the island of Guadaloupe.

CARLENAS, abt Jan 10—In port brig Elberta, Hick Nick log.

bottom of the ship. The leak was kept under by the two es gine pumps, and against a strong easterly wind she returned to Plymouth is about 25 hours.

Gothersune, Jan 1—the American ship Virginia Ann, Wiley, from Charleston for this port, took the ground near the Wingo Beacon, but was assisted off, and arrived here Jan. 1. Conx, Jan 6—the Angela, Ariaan, from Liverpool for Palls delphia, sprung aleak when in about lat 48 to 45, ion 19 to 18 having encountered severe weather and NW and SW gales ship laboring severely, and pumps constantly going, whe Capit Ariaan found it necessary to bear up for this, being the nearest port.

bold in rounding Mutton Island, where she took the ground. I being flood tie she soon floated off, without any apparent it jury, and came to anchor in the roadstead.

House Forts.

BOSTON, Jan 23—Arr schr Ensign, Mitchell, Point Shirley with an anchor and chain from ship Irene. Cld ships Mar Goodell, Harriman, Peru; American Lass (Br., McKeilar, Histona; berk Moneynick, Smith, Charleston; brigg Eolus, Know ton, Belize, Bot; A M. Roberts, Colson, Oardenas; J. Harris Steele, Trinidad; sohr Julia Ann, Barding, Baltimore. Sid wind NW, moderate, ahips American Lass, Leucothea, Ame Lawrence, Delhi; bark Race Borse, Azor, Moneynick, Girare E F Chase; brigg Itanca, Marshfield, S Thurston (having achored yesterday), Baron de Castine; series Agate, Ceritt Bark Abagun and schr St Leon sid yest rdry. Danish soh Tordenakold sid on baturday last.

HALTIMORE, Jan 23—Off Jandy Point, schr Emily Kenforder, And Stevens, State Bark Daniel Webster, brig Seguin, schrs Louistand Mohawk, and severai others, went down the river on Monda last with a fair wind

DEER ISLE, Jan 15—Sid schr Empire, Marshall (frot Frankfort), St Croix. In port 18th, schr Mary Ann, Reed, frot Chilats for Nyork.

EDGARTOWN, Jan 21—Arr brig Geo F Williams, Hutchtson, Cardenas for Boston. Put in short of provisions Loudeck load to the southward of Gult Stream. The first officer (the G F W has been off duty for If days, owing to an injury of ceived on shipping a sea, which threw a piece of lumber again. He is now doing well.

HOLMES HOLE, Jan 23, PM—Arr brig Braman, Fairchlis Para. Sid schrs Christopher Pendieton, Tanner, Harper, Pavitusket U S rev cutter Morris.

21d—No arrival. Sid briga Ava, Henry Mathews, Orizabi Braman; schrs Speedwell, Isabella, bjelendid, Martha, Samu Rankla.

In port 8 AM, wind WNW, bark Warren Hallett; schrs Artura, Arladne, and Helen Mar, repg; U S revenue cutter Ja

tucket U S rev cuiter Mortis.

22d—No arrival. Sid brigs Ava, Henry Malbews, Orizabi Braman; schrs Speedwell, Isabella, Spiendid, Martha, Samu Braman; schrs Speedwell, Isabella, Spiendid, Martha, Samu Bankha.

In port 3 AM, wind WNW, bark Warren Hallett; schrs Arturus, Arladne, and Helen Mar, repg; U S revenue cuiter Je Campbell.

HARWICHPORT, Jan 23, 5:30 PM—Arr this morning sok B W Kidridge, Portamouth for Norfolk.

MOBILE, Jan 16—Arr schr Adelaide, Clark, Baltimore. Cl bark T & J (Br). Collin, Glasgow; schrs Tempter, Crawfor and Montrose, Whashow, Providence.

NEW ORLEANS, Jan 16, PM—Arr ships Lebanon. Hamilton NYork; Saline (Hami), Has son, Hamburg; Corinthian, Siste Bremen; Horton, Reed, Liverpool; John Dunean (Br) Kis ney, Liverpool; schr Enoch Prench, Lewis, NYork, Below-Coming up ship Oliver Futman, Smith, from Liverpool; rishig and 2 barks—names unknown. Cld ships Suffolk, Edward Boston; Westminster, Hiltz. NYork; John Bunyan, Nichold Londonderry; Minnesota, Discon, NYork; Tuiska Green Bannermann, Bremen; bark Lowell, Edward, Falmouth, Jirig D S Brown, Summer, Philadelphia; Syan polacre Pep Mora. Barcelona.

16th, AM—Arr ships R D Shepherd, Hamilton, Liverpoo Euxine (Br). Winder, do; Callender, Dickman, de; bark A tasen (Rr), Benson, do; brig Mary D Lane, Gardner, NYork.

Towed to sea 16th, barks Bentries, Josephima; 11th ship A Bantic and bark Bresel; 12th, ship D H Waiten, Orondate Houghton, 13th, bark Jenny Lind.

NEW HEDFORD, Jan 22—Arr schra Frances Arthemin Grant, Jacksonville; 23a, sloop Georgana, Shepherd, NYork and seh rozen in at Throgrif's Point 14 days, and lost one a cher and chain by drifting ice.)

PROVIDENCE, Jan 23—Arr propeiler Osceola, Adric and schr Rose in Bloem, Colemua, Syork Sid schra S E Pa Ler, Buckminster, of and Inc Norfolk; siar, Nickerson, Phil deiphia.

PORTILAND, Jan 22—Cid ship Pepperell, Jordan, NO leans; brigs Gov Evock, Mitchell, Si Jago; Challian, Pinkhas Cardens, Sid barks John Grillin, Louisa Eaton, brigs Tb Cornor, K Baidwin, schra S D Rotton, P Glikey.

WILMINGT